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HONGKONG, TUESDAY, OCTOBER 29th, 1901

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8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

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WHISKY

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Per Doz... \$15.00

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12, QUEEN'S ROAD.

HOTELS.

HOCKEY.

On the 13th inst. the Indian Brigade played H.M.S. Argonaut and won by 9 goals to nil. On the 15th they played H.M.S. Endymion. An exceedingly good game resulted. Up to the last five minutes the Brigade were leading by three goals to two, when the redoubtable Endymion centre-forward put on two goals in quick succession and won the match. However, the Brigade were avenged last Friday, when they inflicted the crushing defeat on the Endymion of six goals to one. On the 21st instant, the 22nd Bombay Infantry played H.M.S. Argonaut and won by nine goals to two. The next matches arranged are the returns against the Gunners and H.M.S. Astraea.

POLICE COURT.

Monday, 28th October.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

DISRUPTING THE PUBLIC SERVICE.
In order to beguile the time of waiting during the service at the Cathedral on Sunday, a number of chair-coolies started an argument. One was especially noisy, so noisy that Mr. White, the vergor, had to come out and order him to be quiet. The coolie, however, refused to hold his tongue, and even became abusive. Mr. White then called an Indian constable and gave him in charge, but the fractious coolie gave the constable no more trouble before he was finally brought to the Police Station and lodged in a cell.

His Worship fined him \$3, with the alternative of 14 days hard labour.

The police have for some six weeks past been trying to get hold of a set of gamblers who frequent the Coffee Plantation, but have always found their efforts fruitless owing to the elaborate system of watching employed by the offenders. On Sunday, however, they were successful in making a haul. Under the direction of Inspector Collier, a raid was made shortly after midnight and a gang of eleven arrested. The police had recourse to a clever ruse in order to catch the gamblers off their guard. A watchman was induced to leave his post by a message purporting to come from an acquaintance, and during his absence native constables in plain clothes got to close quarters with the gang. Though the gamblers showed fight, they were quickly overcome and taken to the Police Station. When brought up at Court, they all denied the charges preferred against them, but were fined each \$50, or six weeks hard labour; the others \$3, or 14 days hard labour.

Another gang of fifteen Chinamen who had been arrested the previous evening in a house at 16, Tung Man Lane were brought up on a charge of gambling. Two of the number were convicted of keeping a common gaming-house and were each fined \$50, with the alternative of six weeks hard labour. The others were convicted of gambling and fined \$3, with the option of 14 days hard labour. They said upon the house was made by a police party under Sergeant Watt.

In connection with the latter case a Chinese woman was fined \$10, with the alternative of three weeks hard labour, for having acted as a watchman for the gamblers at 16, Tung Man Lane. **CHARGE AGAINST A CHINESE STEWARD.**
Fung Chuk, steward of the S.S. Tat Shan, and Wong Chuen, cabin-boy, were brought up on a charge of having, on board that vessel, all Saturday morning, assisted E. Smith, chief engineer, in the theft of a silver watch and a gold chain. The charges were denied.

P. B. Smith was the first witness. He stated that upon the morning mentioned he complained to the steward about the stateroom engineers' meals not being ready at the proper time. The steward thereupon went into the pantry and lifted a carving knife. The second defendant took up a knife-sharpener, and it was watched out of his hand by the second officer, who also threw the carving knife overboard.

Chung examined by his Worship, the complainant said he did not throw a dish at the steward. He struck him, but only when he saw him lift the knife.

Peter Marsh, second officer, deposed that when he took the knife out of the steward's hands he asked him what he was going to do with it and got the reply that he was about to cut a beef-steak. There was no beef-steak to be seen. The complainant struck both defendants.

Fung Chuk, the steward, stated that the complainant scolded him because the potatoes were late and cold, and threw a dish at him. Then defendant took up a knife to cut beef-steak. The chief engineer knocked it out of his hands and the cabin-boy took it up. Complainant struck him on the face; he also struck Wong Chuen.

This story the cabin-boy corroborated. During the hearing of the evidence of Marsh, his Worship said he was desirous of the attendance of the captain of the vessel. Captain Stowe was accordingly summoned. In reply to questions from the Bench, he stated that the steward had been four years with him. If the chief engineer had a complaint to make about the food, it should have been made to him. He (the captain) was not on board when the incident occurred. As his vessel was in port he had taken as little to do with the case as possible.

His Worship said he accepted the story of the steward and the cabin-boy, and would acquit both. The way in which the chief engineer had acted towards these two men was disgraceful. He hoped Captain Stowe would take some notice of this.

Captain Stowe signified that he would.

BEFORE MR. E. R. HALLIFAX, ACTING POLICE MAGISTRATE.

UNLAWFUL POSSESSION.
Kwong Yee, charged with the unlawful possession of a private licence on the 27th inst. He pleaded not guilty.

A Chinese constable gave evidence to the effect that he found Kwong Yee and a woman in Sutherland Street. The defendant did not appear to have any particular destination in view, and was wandering aimlessly along. There was no seat in the vicinity.

The defendant, who rendered the same worn excuse that he got the racket from a friend, was fined \$25, or one month. He took the month, dollars being scarce.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PRINCE CHUN'S ARRIVAL.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th October.

SIR.—As the above Prince will be at Hongkong in a few days, it would be interesting to know if any arrangements have been made for his reception, especially after the comments by the public and local Press on the way the "arrangements" were carried out last time he landed here. If I judge rightly, the Hongkong public do not object to the expense that may be incurred by welcoming the Prince, the Royal Prince in Hongkong, while the Chinese who so liberally subscribed to the South African Fund, November Typhoon Fund, and Victoria Memorial Fund would be pleased to answer His Excellency's further requests if he will only use his influence to give this Prince a fitting welcome.

In the absence of anything better, I suggest the Government steam-ship might go out towards Singing to meet the Prince (with a few of the Prince's friends on board); on the Bayswater being made fast, the party to be taken round Hongkong harbour in the tender until it is time to land at Blake Pier, where he should be received appropriately by his rank, Blake Pier and the tender being dressed, with the latter placed at his disposal during his stay at Hongkong.

No matter what the anti-Chinese may say, China is still great in many things, and as such their Prince ought to be treated.—Yours, etc., COSMOPOLITISM.

TYPHOON IN THE PHILIPPINES.

WORST BUT ONE FOR 20 YEARS.

The most severe typhoon known in the Philippines for twenty years, with but one exception, occurred on the 14th and the early part of the 15th inst. The damage was widespread and devastating. At least three American soldiers lost their lives, many natives perished, houses and shipping suffered severely, and nearly all the telegraphic wires were brought down. The storm was general throughout the Archipelago, though Luzon received the heaviest part of the blow. In the city of Manila the damage was general, though less than in any other part of the City. Nearly all of the streets were over a foot deep in water next morning. Calle San Marcos from its junction with Calle Concepcion to the small bridge near the Pao convent was flooded.

The Manila Times account says:—The typhoon gradually asserted itself as the day progressed until four o'clock in the afternoon when the wind increased in velocity to such an extent that Number Five signal was displayed at the Captain of the Port's office as a warning to all mariners that the storm was passing to the northward close at hand and all vessels in the bay or river to look well to moorings and steamers to keep on a full head of steam to avoid danger of breaking moorings or dragging anchor. Between seven and eight o'clock the wind was blowing very strong (a maximum speed of sixty miles an hour during squalls) but shortly after midnight the gale had increased so that the mean velocity was fully seventy miles an hour. Much damage, both to life and property, resulted, the most serious loss of life being aboard the small coastwise steamer *Alecia* which was bound from Sulu to Manila. Three soldiers, Corporal Peter Company, M. Corporal Pughin, Company L, and Private Lee Company I, all of the Twenty-fifth Infantry, were washed overboard and owing to the darkness and intensity of the storm it was impossible to save them.

Down at the mouth of the river there are seven wrecks, consisting of disabled launches and canoes. A large bark, probably the *Panama*, is lying on the bar opposite the light-house but it was impossible to ascertain this morning what damage she had sustained. Perhaps the worst calamity of all, down in this section of the swept district, was what befell the handsome pride of the Government fleet, the Quirangina, launch *Zapote*. Captain Perry's pride broke her moorings in front of the Harbour Master's Office and went down river with the tide at midnight. Her whole upper works are carried away, smoke-stack and the tops of the masts being conspicuous by their absence. Several weeks will elapse before the *Zapote* will be in commission again.

The weather note of the Bureau at the Manila Observatory gives the official record of the storm as follows:—Pressure rising in all the islands. The typhoon reached the Archipelago nearly North of Polillo Island, crossing Luzon from 6 p.m. to midnight, with a mean velocity of 107 miles an hour, being one of the most rapid typhoons which ever traversed the island, the average velocity being only 93 miles for typhoons passing North of Manila. Minimum distance of centre to Manila about 60 miles. Maximum force of the wind about 60 miles an hour between 6.30 and 7.30 p.m. from W.S.W. Amount of rainfall 4.063 inches.

GEN. VOYRON ON THE BRITISH TROOPS.

In the course of an interview which General Voyron had with a representative of the Paris *Touche* at Marseilles, the late French Commander-in-Chief in North China said, with reference to the allied troops: "The relations were more friendly between the Germans and French than between the troops of the other Powers. Operations were conducted simultaneously by the troops of both nations, and the soldiers fraternized, though the officers always maintained a certain reserve. The British troops sympathized little with the others. There were certain regrettable incidents, the cause of which may be traced to the fact that the British troops were not composed of Europeans. Great Britain brought out troops from India. The Sikhs are not soldiers as we understand them, and, in particular, our foot soldiers and artillerymen understand them. The British troops have many more affinities with the Americans, and at any rate our troops had only a moderately friendly feeling for the British. It was not so, however, as regarded the higher commands. Between the British generals and himself (General Voyron) the greatest cordiality existed. The conventional formulae soon disappeared from their letters, and the correspondence exchanged between General Gaselle and himself always began with the words 'Mon cher general.' General Voyron added he had carried away the most pleasant recollections of his relations with Sir A. Gaselle.

RAILWAYS IN YUNNAN.

"Victor" writes to the *Pioneer*.—In an article in your issue of August 26th, entitled "The Victory's trip to Burma," you have given what appears to me so enormous an impression of the possibilities of railway extensions into Yunnan that I would ask your leave to write somewhat at length on the subject. To begin with, judging from your article, your information is derived from Captain Wingate's account of his journey across China in 1893. It was a very fine journey, but the author had a mere bowing acquaintance with the proposed line from the Kunming Ferry to Tai-fu and Yunnan-fu. He visited Yunnan city, it is true, and also crossed the proposed line in the Nam Ting Valley near Kunming, but the rest of his journey in Yunnan was over country where no one but a lunatic would suggest a railway being built; it does not therefore require any great power of observation to decide that it was impossible to build a railway in the part of the country where he travelled, but this no more practically settles the question of the possibilities of running railways into Yunnan than it would if a globe-trotter were to touch at Madras on his steamer, then go to Calcutta and travelling thence overland direct to Bombay, settle the question as to the possibility of a railway being constructed from Madras.

In another portion of your article you mention that "according to Captain Wingate, surveys have shown that a railway could be laid between Myittha and . . . or from some point between Myittha and Bhamo in Western Yunnan." Anyone who knows that portion of the frontier will agree with me that this is an absolute impossibility, except at one point and that is from Bhamo itself. This brings me to the two projects which are both feasible and which have both been carefully examined by the late Captain Watts-Jones, R.E., as carefully, that is to say, as can be done on a preliminary reconnaissance. Now that China has quieted down, travelling in Yunnan is once more safe, and experienced railway surveyors should be sent to go over the line of the proposed railway and examine it in detail. On their reports a reliable opinion may be formed, but pending that judgment should surely be suspended, or, if any one likes to decide the question now, let them decide it on the opinions of the five officers and others who for two seasons were sent into the country for the special object of exploring it and discovering a possible line of railway, if such exists rather than that of one traveller, who is neither a railway expert nor a surveyor.

To take the simpler project first, that of a line from Bhamo to Monien, the distance is some 72 miles; it would cross the Bhamo plain to near Myittha, then follow the Taeping Valley for a few miles through hills, but once through that portion it would run through a broad densely populated valley continuing to within a few miles of Monien when a certain amount of hill climbing has to be negotiated, but offering no engineering difficulty, owing to the broadness of the valley and the fact that the broadest part of the valley presents no great difficulties. Once to Monien the trade of the whole country round would be attracted; Tai-fu would be as near your railway as it would be to the French at Yunnan-fu, and although the trade at present is not huge, it would expand enormously. Nothing is more paying than a line which connects two countries of different climates and different elevations. Wheat, potatoes and many other crops are raised in Yunnan, and the English vegetables grow in Monien, and the whole country is rich in minerals. The English on the hill-sides, what would the residents of Burma give for a magnificent climate within easy reach of the sea? There are of course many other exports and imports, and passenger traffic through so fine a valley would of itself be sufficient to pay for the line. The Chinese, it must be remembered, are the best traders in the world, and although at first they may have had prejudices, they have taken to the few railways already built like ducks to water. I have no doubt that this line would be commercially as well as politically a success. This first and only line, I believe, strongly in favour of the construction of this line, and the only argument that I can conceive being raised against it is that it cannot be continued any further; owing to the succession of lofty mountain ranges and deep valleys lying to the east, Monien would have to be the terminus.

The second project, that of a through line from Kunming to Yunnan-fu, is a very different business. The line has been reported on as feasible, although its commercial prospects are doubtful, but if we sit with our hands folded and do nothing, we must expect to have the French to push on, gradually fill Yunnan becomes, when political influences are out of the way, a French province, looking from its breezy and healthy uplands out hot and fever-stricken province of Burma, a contingency one would like to contemplate.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Shanghai on the 26th inst., at 9 p.m., and left again on the 27th inst., at 8.30 p.m., for Hongkong, where she is due to arrive to-morrow, at 7 a.m.

The Imperial German Mail steamer *Sachsen* left Poochoo yesterday at noon, and may be expected here on or about to-night.

The M.M. steamer *Brest Simons*, with the next French mail, left Colombo on the 25th inst., at 6 p.m., for this port via Singapore and Saigon.

The N.P. steamer *Victoria* sailed from Yokohama for Tacoma on the 27th inst.

The C.P.R. steamer *Empress of China* arrived at Nagasaki on the 26th inst., at 8 a.m., and left again at 6 p.m., same day, for Kobe, where she is due to arrive at 8 p.m., to-day.

The P. & A. steamer *Knight Companion* left Moji yesterday morning for Hongkong.

The Indo-China steamer *Laisan*, from Calcutta and the Straits, left Singapore for this port on the 26th inst., at 4 p.m.

A good many years ago, by an extraordinary oversight, a well-known London paper sent its sporting reporter to represent it at the Church Congress at Croydon. The unhappy man's first telegram—it may be added it was also his last—ran thus: "Croydon bleak with parents. Not a drink to be had for love or money. Haven't spotted the winner so far."

THE FRENCH MANOEUVRES.

OLD-FASHIONED TACTICS.

The London *Daily Chronicle's* special correspondent thus criticises the recent French military manoeuvres at Reims:—General Brugère's organization could scarcely be better. His staff officers throughout are all up to the level of their duties, and the strategy of the campaign has been excellent; but here we come to the English point of view cannot well go further. For the tactics of the French Army are still little more than the tactics of thirty years ago, to go no further back. The French continue to fight their mimic battles as if there had never been such a thing as a Boer war; and they frankly admit—as I am informed from an authoritative quarter—that they have never given it their serious attention from the point of view of comparative militarism. In fact, they say that their lessons have any practical value for them whatever. I hinted at such a thing last later on the ground of the first day's fighting, and the battles since Sunday—when the thunder of the guns drowned the music of the church bells all over the peaceful country side—have confirmed the suspicion up to the hilt. The French Army is still as gaudy in colour—still as conspicuous a target—as it was the last time it went under fire in Europe, and even the kepi of the Hussars has been experimentally replaced with a shining brass cap, but unlike the glittering helmets of the Cuirassiers and the Dragoons. The non-commissioned officers still carry swords, and the men their long sword-bayonets; while the colours also continue to be flaunted in front of the battalions. It is perhaps harder for a Frenchman than for anyone else to part with a struggle with the "pomp and circumstance of glorious war," but in any case he has not done it and is not likely to do so until he hears the shells and bullets whistling about his ears. On Sunday and Monday, at the battles around Bethon, one was almost tempted to think of the Solfierino, and even the Alma—the attack for motions were so much alike with their grand finale of a fixed bayonet assault on the enemy's position to the sound of drum and bugle and the sight of waving colours. Had there been bullets in the guns of the enemy, scarcely one of the cheering stormers would have been left upright. The men are not taught to take advantage in accidental dips of the ground, and they advance across the open in the most leisurely and even dignified fashion exposed to infantry and artillery fire. I have not seen a single rush forward and a flop down as they do it at Aldershot. We may be wrong, and they may be right, but the fact is there. It was no unusual sight to see companies blazing away at each other, separated sometimes by less than 200 yards. At a range of about 150 yards or less I saw a gun number and an extended company with "mitraille" (cannon). The whole field was marked by innumerable of this kind, which astonished me who had been in South Africa. How the Boers would like to have the French for an enemy! The French may say that such follies are inseparable from merely mimic war, and to some extent they are, but there is no apparent desire on their part to adopt the new tactics. If an enemy, they argue, has to be shifted out of a defensive position, this must be done at all costs. We are not taught to take this to be the track arm of the French service in every respect, but the guns were too often exposed to the fire of infantry, not even at long range. The officers are very painstaking in all the niceties of their arm, but their gunners display nothing like the dash and whirlwind driving of the Woolwich men. What the latter want is a gun as good as the hydraulic long-range quick-firer of the French.

THE LOSS OF THE "COBRA."

The main question to be hereafter officially considered is, how came the *Cobra* to be so far out to sea as to strike on the Outer Dowling Shoal? The wind was off the land, and it was therefore safe navigation to hug the shore, as between the land and the shoal there is a great depth of water, with which all coasting vessels are familiar. Was the captain keeping well in as a consequence of the heavy weather? Or was he blown out to sea? If he was being blown out there must have been such a gale as to have rendered it desirable to put in for shelter. Unfortunately the commanding officer and the two boatswains, both of whom had passed in navigation, are lost, and no very satisfactory evidence on this point can now be obtained. We shall probably never know why it was that the vessel put to sea in a gale, nor why, finding herself at the mercy of the elements, she did not seek shelter. Before the question is resumed there will, no doubt, be a complete survey made of the spot where the vessel struck. The chart shows that there is never less than 15 feet of water over the fatal spot, and as the maximum draught of the ship would be little more than nine feet the question arises whether she actually struck on the shoal or struck a sunken wreck. The idea of her having run on to rocks may be dismissed, but once as there are no rocks on the shoal. But whether she ran on to work, sank, or sunken wreck was no farther forward in our inquiry as to how she came to be so far out of her course.

Many destroyers and torpedo-boats have run aground, but they have all been saved with the exception of the *Viper* and the *Cobra*, the only two boats engaged on the turbine principle, and both vessels broke up within a short time of striking. And this gives rise to the question whether or not this new principle of engine contributed to the disaster. Without pretending to deal with this aspect of the question from a scientific point of view, one or two considerations of importance lie on the surface. We have heard a good deal of late about the relative rigidity and stability of the new Royal yacht, and an amateurish attempt has been made to prove that the ship is unworthy because she rolls in a gale. It would be an impertinence to our readers to attempt to prove the stupidity of the proposition. But the fact is that the ideal Irishman—you may break him, but you can never bend him. An ordinary destroyer, like a yacht, will bend and bow to the action of the sea; but a turbine boat never loses the evenness of her keel. We have seen that the wind was off the land, and that the ship was further from the land than she ought to have been. Did her rigidity contribute to her being blown so far out of her course? Again assuming that she struck a sunken wreck, and that the rigidity, like a log in the trough of the sea, where lay the sandbank, instead of swimming down the crest, to be borne up on the next like any other vessel? If so, the price of a steady gun platform is more than any country can afford to pay.—*Naval and Military Record.*

Professor Dixon, of Yale University, while holiday-making in Colorado, gratified the tail of an adder on the body of a rattlesnake by sewing them with strong thread. Although the rattlesnake was of course, aware, the snake did plenty of work to do, and the experiment was a failure. The humour of the experiment was appreciated by both snakes and the rabbit.

"PARTISAN OR GUERRILLA WARFARE."

At the invitation of Lieut.-Col. W. C. Eldon.

Sergeant and the officers of the 5th Battalion of the Rifle Brigade, a considerable number of officers assembled on the 25th ult. afternoon in the Royal Artillery Theatre, Whitehall, to hear a lecture by Dr. Thomas Miller Maguire on "Partisan or Guerrilla Warfare." Major-General Sir J. F. Maurice presided.

Dr. Maguire dealt with various kinds of partisan or guerrilla warfare which, he said, had played a very much greater part in the history of modern Europe than was always remembered. It was a style of warfare which ought specially to be studied by British officers, for they were always being employed in such warfare, though at present in South Africa they were engaged in a guerrilla war with enemies as well armed as themselves. There was nothing irregular, *a priori*, in irregular warfare; in fact, irregular warfare, according to the law of nations, if carried on under certain principles, was just as regular as regular warfare. Up to the fall of Napoleon, throughout the whole history of Europe, in all wars we found Free Corps, which were detached from the regular army organisation, and whose duty it was to harass the enemy. The next class of partisan warfare Dr. Maguire termed a national rising, where the people determined they would never submit to a foreign rule until the last extreme. This class could be seen in the struggle of the Tyrol against Napoleon; but when Napoleon retired from Vienna, and Austria had concluded a peace, the Tyrolese continued their war, and degenerated from legal warfare into ruffianism. Having given other examples of legal guerrilla warfare in Europe, Dr. Maguire said that all through the American war, 1861-65, there was a long continued contest, partly regular and partly consisting of guerrilla raids by mounted bands on the part of the South. The next great war in which this system of guerrilla warfare was used was in the Franco-German war, and here, again, there were proper Free Corps—detachments of a few thousand, more or less, with guns, properly officered and equipped, going about trying to break the lines of communication, but all attempts of surprise guerrilla warfare were suppressed. To surprise guerrilla warfare the officer must be trained in individuality. The whole object of a guerrilla leader was the lines of communication, and the whole difficulty of a soldier was the filling of his stomach. In France the Germans destroyed all attackers of the lines of communications who were not of the regular army, and by holding all stations by small forces, from perhaps four men upwards, restored their soldiers' individuality. There never was a duty more urgent than for a man to see that his individuality was restored; that he might be fit for his work, and there could be no doubt that the guerrilla warfare in South Africa was doing that. Dr. Maguire said he wished to point out, as he said, that a very small body of men, whether infantry or mounted infantry—not of the regular army—could do much against any foe, and be a valuable adjunct to the very best organised army.

THE ECONOMIC PROSPECT IN SOUTH AFRICA.

The Austro-Hungarian Consul at Cape Town sends to Vienna an interesting and encouraging report on the commercial and economic prospect in South Africa, which will probably be welcome as an independent testimony by a foreign Government official. It begins by saying that the events of last year confirm the observation that South Africa is a land of surprises. When Lord Roberts occupied Pretoria everybody believed that the end of the war was at hand, while the commercial situation pointed to a decline of trade and industry. The close of the year 1900 proved both anticipations to be false. Still more astonishing than the unexpected revival of hostilities is the development in the commercial and economic sphere. It is true that the Transvaal and Orange Colony must be left out of account; but, so far as Cape Colony is concerned, and to a certain extent Natal, the year can be by no means regarded as unsatisfactory. The wealth of South Africa lies in its mines and agriculture. It has practically no large industries, and the condition of trade is closely associated with the development of the mines and the prosperity of the peasantry. These two factors are of such a nature that, although they may be temporarily damaged, they cannot be destroyed. Both, however, require to be developed. The mining industry has the best reason to regard the future with assurance. It is different with the farmers, whose future remains uncertain until the conclusion of the war. When peace is at hand, the South African united under the British flag, will have every prospect of a speedy return to prosperity and of a progress scarcely dreamed of at present.

The writer repeats that, while the industrial wealth of South Africa lies in the treasures of the soil, its future rests in the hands of its population—not in that of the mining districts, which is merely transient, but of the farmers and the middle classes. It is only upon the latter that a stable Government can depend, and stability is the principal requirement of the country and the main hope of foreign exporters. Great sacrifices must be made to maintain this section of the community. After the war the farmers will not only lack seed and cattle, but food and clothing, and these must be provided either by the British Government or the local authorities. The cost of this was estimated upon other grounds, if universal impoverishment is to be avoided. These and other problems connected with the revival of prosperity among the white population of the colonies, together with the question of immigration, are of decisive significance for all those who either live in South Africa or do business with that country. The principal condition for such a revival is the speedy conclusion of the war and the establishment of a new order of things upon a just basis calculated to satisfy the two hostile sections of the population. The Consul considers his general survey by stating that there can be no doubt of the great future waiting South Africa, the realisation of which can only be a question of time.

Lord Roberts is having a fairly hard time of it in opening bazaars and other charitable institutions. This is a time-honoured method of recognising merit in public men, and one which proves a somewhat costly amusement to the distinguished guest. The great Duke of Wellington was a popular victim in the past to bazaar-mongers, and he used to tell of several amusing experiences. One of the best of his anecdotes related to a very wet day, when he opened a fashionable sale of work in the West-end. While making a few purchases after the formal part of the function was over, he thoughtlessly placed his umbrella against the wall of the stalls in order to be free to get at one of the stalls. An unusually smart stallholder at once seized the umbrella, and holding her prize aloft, shouted "How much for the duke's umbrella?" "Five pounds," shouted a visitor. "It's yours, sir," replied the fair vendor, and the poor duke was left to make the best of his way home in the rain without a gump!

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THE UNITED STATES AND CHINA.

A REPLY TO CONSUL HO YOW.

The San Francisco Chronicle of the 27th ult. says:—
Ho Yow, Chinese Consul-General at this port, makes a crafty appeal to the commercial instincts of Americans in the East, in his articles in the North American Review. He attempts to show that, by reason of the enforcement of exclusion laws against the Chinese, the empire has been closed to American goods, and that it will not open to Americans until the people of China are permitted to pass unrestricted into the United States. He draws a picture of San Francisco commerce, before and after the enactment of the exclusion laws, trying to make it appear that business fell off by millions because of the exclusion of Chinese.

Ho Yow, aiming his argument at Eastern people who are not supposed to know the truth of conditions here, deals with hundreds of millions, and gives a grotesque idea of the situation that prevailed in San Francisco before and after 1880. His words are:—

"The gala days of San Francisco's life and happiness were during the years that preceded 1880. The passage of the exclusion laws opened a cold over a lighted candle. Chinese residents in California withdrew from industry, reduced their properties to ruin, and with it returned to China, scrambling out of a country which they deemed inhospitable and a waste. Business dried up. Trade with China, which had been advancing at the rate of \$1,000,000 a year, fell off \$7,000,000 in two years. It never revived until Dewey's victory. During the interim San Francisco lost \$200,000,000 of business in her trade with China alone. The city shrank in enterprise and population."

The best method of ascertaining the truth as to the effect of Chinese exclusion upon our commerce with China is to examine the official figures. These figures, taken from the Statistical Abstract, show that Ho Yow's simile of a cold over a lighted candle is inappropriate. So far as the commerce of the United States with China is concerned, it could with greater plausibility be argued that the exclusion of the Chinese was a powerful stimulant. Trade increased rapidly after the Chinese had been excluded, as indicated:

Year	Total imports and exports
1880	\$37,580,482
1881	\$31,082,091
1882	\$1,762,313

And so on, with a fluctuating ratio of increase, up to 1900, when the total commerce with China (including Hongkong) was \$32,239,686.

In 1887 the value of China's trade with the United States (excluding Hongkong), according to the *Statistical Year Book*, was \$5,551,251, or 15.13 per cent. of the total trade of the empire. In 1897 this trade had increased to \$8,500,802, or 15.02 per cent. of the total trade, a gain of 50.02 per cent. These figures prove that Dewey's victory in 1898 was not the cause of a rapid growth of commerce between the United States and China.

The simple truth is that the exclusion of Chinese from the United States has had no effect whatever on commerce between the two countries, even in the insignificant item of foodstuffs imported by Chinese into this country for their own consumption. They are somewhat exclusive in their tastes, and have a fancy for bringing dried fish, gin, pickled vegetables, etc., from their own country. An examination of one month's importations, taken at random from the local Custom-house records, shows that as much of this stuff is imported now as in 1881.

Taking the great staple of commerce, it is impossible to find either in the official American or Chinese figures that the exclusion laws have had any deterrent effect on trade. Nor is it likely that the removal of these laws would stimulate trade. The Chinese, as Ho Yow knows, have absolutely no sentiment in business. They will buy American goods if they are cheaper than those of other countries, and they will sell their silks and teas to Americans as quickly as to any other people. Millions of Chinese have barely heard of the United States, and know nothing of exclusion laws. They purchase but a small fraction of the goods they consume from the United States or any other foreign country. The bulk of all foreign goods entering China is consumed along the seaboard, and principally in the ports. In many reports from American Consuls in China, no mention is made of our exclusion laws as affecting commerce, either for good or ill. The Chinese coming or attempting to come to the United States are an infinitesimal part of that vast population. The Chinese as a race know practically nothing of us, and care less.

The argument advanced by Ho Yow and others that the restriction upon the entry of Chinese merchants into this country is too severe, and that commerce between the two countries suffers in consequence. The term "Chinese merchant" is a byword and a reproach, made so by the Chinese themselves. One Chinese firm in Chicago, doing a business of \$5,000 a year, claimed to have ninety-six partners. The facts coming before the Collector, upon an application of one of this swarm of partners for admission into the country, he refused such permission, and the Treasury Department sustained him. The ordinary Chinese "merchant" carries on a business of gambling and lottery-playing, under the cloak of a merchandise store. Dozens of such "stores" are in existence throughout California. Merchants who claim to carry a stock worth \$3,000 or \$10,000 have in reality only a collection of empty boxes and a little rice, tea and gin, worth less than \$500. And such an establishment carries the weight of from five to twenty-five partners. The influence of such people upon the commerce of the United States with China is on a par with that of our Italian boot-blacks upon the politics of the Vatican.

In San Francisco and the larger towns of the State are a few large and well-managed Chinese stores, handling Chinese curios and manufactured wares, whose proprietors are merchants in the strict sense. They are not confounded with the frauds who set up a Chinatown doggerel and pose as merchants, while making their living as gamblers.

"Merchants of the Pacific," says Ho Yow, "talk of the vast market of the Orient for their goods. That market is as truly closed to them as the lips of a Shantung cyster."

If the Consul-General is right, why is it that larger steamships and more of them are being put into the trans-Pacific trade? How does Ho Yow explain the reports from American consuls in China showing a rapid increase in commerce?

After gleaning from the reports of various U.S. Consuls in China, the *Chronicle* continues:—

All these matters, available to Ho Yow or any other advocate of Chinese immigration, prove that commerce between the United States and China is much larger than is officially reported, and that the Chinese do not hesitate to use American goods.

The truth, as shown by the official reports seriously cripples Ho Yow. The merchants of China do not infuriate at all. They probably have never heard of American trade unions, and they have no concern with American immigration laws. They attend strictly to business. Theoretically, the Chinese of China should, perhaps, stand as one man and boycott the United States because of its exclusion of their cooie countrymen. In fact, however, they have no such sentiment. It is every man for himself, and the devil take the hindmost.

American enterprises, producing cheaper goods than other countries, have opened the lips of the Shantung cyster. Under an accurate system of recording commerce, it could be shown that Americans have not only opened the cyster, but are getting away with it, shell and all.

Another statement by Ho Yow and reiterated in various forms, is that the Chinese are an unskilled race, and therefore cannot enter into competition with American labour. He argues that the Chinese are mental labourers, pure and simple, and that they relieve whites from degrading drudgery. "The labor unions," says Ho Yow, "the Chinese to be a competitor." Ho Yow, "This is in no sense a fact. He insists that they are unskilled. "When, however, our people acquire a knowledge of the use of machines they will demand and receive their full due in rate of wages," he says. In other words, he asks America to open the gates to the yellow workers, and give them a chance to learn the use of machinery. Then the Chinese will reciprocate by demanding and receiving as high wages as Americans, thus leveling the same work. For not conferring this boon on the Chinese, the United States is "pursuing a policy of disaster not paralleled in modern times," says Ho Yow. He fails to state whether the disaster falls upon the United States or upon the Chinese who are thus ruthlessly prevented from under-riding white labour.

Are Chinese unskilled, and do they receive full wages when they become skilled? The answer to this question was made in the *Chronicle* a few days ago, concerning the Chinese workers in this country. It was shown, by specific instances, that the Chinese have a skilled people, not only doing the work in canneries, shirt-factories, shoe-factories, women's wear-factories, broom-factories, cigar-factories, etc., but that they own and manage the same. They have driven white cigarmakers out in many cases, and they outnumber the white broom-makers and shirt-makers in San Francisco.

Ho Yow's statement that the Chinese demand and receive full wages when they become skilled is totally inaccurate. The skilled Chinese of California invariably receive less wages than whites doing the same work. The Chinese live in squalor and ignorance; their families on a plane little higher than dogs, have no regard for American wages, and return home to China with their money as soon as possible. In every case where they compete with white labour the result is degrading, demoralising and ruinous to the whites, who cannot bring themselves to live on the same basal plane as the Chinese.

That is the situation in this country. But perhaps Ho Yow was alluding to Chinese in China. Possibly he means to say that the Chinese at home are unskilled, and that when they become skilled they demand and receive higher wages.

Here, however, the Consul-General's astute appeal to the Eastern American is again based on thin air. Respectable Americans, including our Consuls, give testimony to the skill of the Chinese, and to the starvation wages they receive. They are, in fact, a skilled race, particularly in work requiring dexterity and patient attention to detail. They learn the uses of machinery quickly, and utilise American inventions without compunction or prejudice. But the empire is suffocating with cheap labour. And the bright man like Ho Yow and Minister Wu are not every effort to provide an outlet into the United States. Hence the pastures are green, wages high, habits of living extravagant, and the Chinese would grow fat even from the crumbs of white labour's table.

The American Consul-General at Shanghai has this to say of wages paid to skilled mechanics (Chi ese):—
"Trades unionism has for ages been firmly established in China. It receives official recognition; its rules are stringent; it is cautious of its privileges. But human hands are all too plentiful and human life is cheap, so that it comes to pass that many skilled mechanics receive but 15 cents Mexican a day; while master workmen get 20 to 25 cents, and the common labourer saves himself from starving on two Mexican dollars a month. These wages must be cut almost in half for expression in United States money. Frequently there are wives and children to be supported, too; but in the poorest families these members frequently find employment in some of the minor industries, the women, perhaps, in the manufacture of shoe soles, the children in making paper money for offerings to the dead, or as in Shanghai, in the manufacture of match-boxes, and so the slender earnings of the husband and father are eked out. As things are at present we cannot view with indifference the prospect of bringing the products of our own wage earners into competition with these cheap laborers."

In 1898 the British Parliament received a report from a commission sent to investigate the commercial situation in China. The report was written by F. S. A. Bourne. He devoted some attention to the future of manufacture by Western methods, in China, and on the question of labour and wages said:

"In regard to wages, employers in China are at a great advantage. Wages may be expected to rise somewhat in the future for the more skilled classes of labour, as the number actually efficient must be limited, at least until the system of apprenticeship, which is universal in China, has had time to take root in regard to the new industry, but any great change in the level of wages among the plain workers must be very slow, as the operatives will have pressing upon them the mass of millions of cheap workers, with just as good capacity as themselves. The truth is that a man of good physical and intellectual qualities, regarded merely as an economic factor, is the rarest of things in the Chinese (than by any other race). He is deficient in the higher moral qualities, individual trustworthiness, public spirit, sense of duty, and active courage, a group of qualities perhaps best represented in our language by the word 'manliness,' but in the humbler moral qualities of patience, mental and physical, and perseverance in labour he is unrivalled."

"These millions of patient, reasonable workers are only waiting leaders to make them producers on a gigantic scale. Whatever the future in politics of China may be, here these workers must remain; and they are, in my opinion, destined to modify profoundly the condition of the world's industries."

"To return to cotton manufacture, all Western employers and overseers of Chinese agree that they excel in lightness and deftness of hand, and that they are well suited in physique and intelligence for work in cotton-mills. They show extraordinary powers of endurance. For instance, boys in the Hankow mill work through the whole night without leaving the mill, and with only a little rice congee by way of food."

The English economist agrees with the American Consul-General in his description of strong labour unions among the Chinese, and adds:

"It is probable that workmen employed in cotton-mills will combine, but there is in China dreadful poverty of the masses, due to rapid increase of population; wherever a district has been spared rebellion and famine for a few tens of years, and nothing can keep up the wages of common labour, which must remain under the present system, close on starvation point."

No wonder Ho Yow is doing his utmost to open the way for these millions of millions into the United States, where Chinese in two years, at ordinary work, make enough to keep them for the rest of their lives in comfort in China on the Chinese basis of living.

Ho Yow's countrymen are, after all, not so unskilled, mental, and non-competitive as he would make them appear. They use the "most approved pattern of machinery," and are paid wages that would be "starvation," to the American labourer performing more work than the Chinese, the latter will turn out manufactures cheaper, even though swarms of them are required to perform the work; for the operatives will have pressing upon them the mass of millions of cheap workers, with just as good capacity as themselves, and wages must remain close on starvation point."

The conclusion of the whole matter is that Ho Yow, willingly or unwittingly, mistakes the facts when he claims that the Chinese exclusion laws have hindered commerce between the United States and China; that our commerce with China (of which San Francisco in 1899 shared over 17 per cent. of exports and over 29 per cent. of imports) is growing rapidly, during the times that Chinese are being more rigidly excluded from this country; that the Chinese as a race are not caught out with exclusion, and are buying our goods freely; that they are a skilled race, capable of entering into serious competition with Americans; and that in addition to continuing the policy of strict exclusion of Chinese competitors on American soil, the United States must employ its greatest enterprise and skill if it would preserve its Asiatic markets from the inroads of awakening Chinese competition. Under these circumstances the people residing in the eastern portion of the United States ought to see the folly of letting down the bars of Chinese exclusion on the advice of the shrewd agent of the Chinese empire stationed at San Francisco.

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Hongkong, 25th October, 1901. [2718]

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Hongkong, 25th October, 1901. [2721]

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A PORTUGUESE CLERK for Bangkok: one with knowledge of shorthand and typewriting preferred. Apply, stating Salary, to—K.,
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Hongkong, 19th October, 1901. [2668]

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Hongkong, 3rd January, 1901. [121]

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Hongkong, 16th September, 1899. [264]

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Plenty chances, large gain;
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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	To-day.
LONDON	CEYLON	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th Nov., at Noon.
LONDON	NESTOR	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 26th November.
LONDON	ACHILLES	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Jap. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DARDANUS	Jap. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES &c. VIA PORTS OF CALL	SALAZAR	Brit. str.	2 m.	H. Poter	BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES & LONDON, &c. V. SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Poter	MELCHERS & CO.	On 4th Nov., at 1 P.M.
BREMEN VIA PORTS OF CALL	SACHSEN	Ger. str.	2 m.	W. Franke	NIPPON YUSEN KAISHA	On 15th Nov., at Daylight.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Zurbosen	HAMBURG-AMERIKA LINIE	On 31st Nov., at Noon.
HAVRE, BREMEN & HAMBURG	SEGOTIA	Ger. str.	2 m.	Fosroc	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MAREBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borok	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 19th January.
NEW YORK VIA PORTS & SUEZ CANAL	STRASBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 15th November.
NEW YORK	RICHMOND CASTLE	Brit. str.	2 m.	Dodwell & Co., Limited	DODWELL & CO., LIMITED	On 15th November.
NEW YORK VIA SUEZ CANAL	MANUEL LLAGUÑO	Amr. ship	2 m.	Shewar, Tomes & Co.	SHAW, TOMES & CO.	On or about 25th inst.
VANCOUVER VIA SHANGHAI, &c.	CLAYBURN	Brit. str.	2 m.	Shewar, Tomes & Co.	SHAW, TOMES & CO.	On 12th November.
VANCOUVER VIA SHANGHAI, &c.	ADANA	Brit. str.	2 m.	Shewar, Tomes & Co.	SHAW, TOMES & CO.	On 12th November.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Boothman, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th November.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th Nov., at Noon.
VICTORIA (B.C.) & SEATTLE & TACOMA	GLENOCLE	Brit. str.	2 m.	W. Franke	DODWELL & CO., LIMITED	On 1st November.
SAN FRANCISCO VIA MOJI	TOSA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th Nov., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	OSAKA	Brit. str.	2 m.	J. Barber	JARDINE, MATHESON & CO.	Quick despatch.
SAN DIEGO, &c. VIA MOJI, &c.	DORIC	Amr. str.	2 m.	O. & O. S. N. Co.	O. & O. S. N. Co.	To-day, at Noon.
AUSTRALIAN PORTS	NIPPON MARU	Jap. str.	2 m.	Toto Kisen Kaisha	BUTTERFIELD & SWIRE	On 24th November.
AUSTRALIAN PORTS	STRATHGYLE	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	ORANGIA	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 12th Nov., at Noon.
TRIESTE VIA SINGAPORE, &c.	KATUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 22nd Nov., at 4 P.M.
YOKOHAMA & KOBE	MARQUIS BACQUEHEM	Amr. str.	2 m.	Blafter	SANDER, WILDER & CO.	On 19th November, P.M.
YOKOHAMA VIA SHANGHAI & KOBE	KURDISTAN	Brit. str.	2 m.	D. C. Gregor, R.N.R.	DODWELL & CO., LIMITED	To-morrow, at Noon.
YOKOHAMA & KOBE	WAKASA MARU	Jap. str.	2 m.	J. B. Macmillan	P. & O. S. N. Co.	On or about 1st November.
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 8th Nov., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	J. Macdonald	NIPPON YUSEN KAISHA	On 10th November.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 20th Nov., at Daylight.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 22nd Nov., at Noon.
SHANGHAI & KOBE	KWITANG	Brit. str.	2 m.	R. & P. Peters	BUTTERFIELD & SWIRE	On 5th November.
SHANGHAI, HIOGO & YOKOHAMA	TRIKAN	Brit. str.	2 m.	H. & P. Peters	P. & O. S. N. Co.	On 8th November.
NINGPO & SHANGHAI	BALLABAT	Brit. str.	2 m.	H. Blecker	HAMBURG-AMERIKA LINIE	Quick despatch.
ANPING VIA SWATOW & AMOY	WOOSUNG	Brit. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	To-day.
FOOCHOW VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	S. Atsumi	MIYOSU BUSSAN KAISHA	To-morrow.
TAMUI VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	K. Sobajima	MIYOSU BUSSAN KAISHA	On 8th Nov., at Daylight.
SWATOW, AMOY & FOOCHOW	DAIGI MARU	Jap. str.	2 m.	Davis	DOUGLAS LAFRANCE & CO.	On 3rd November.
SWATOW & AMOY	HAICONG	Brit. str.	2 m.	Bathurst	DOUGLAS LAFRANCE & CO.	On 31st inst., at Daylight.
IOILO & CEBU	HAICONG	Brit. str.	2 m.	Bathurst	DOUGLAS LAFRANCE & CO.	On 31st inst., at Daylight.
MANILA VIA AMOY	KAIPOONG	Brit. str.	2 m.	Rolle	BUTTERFIELD & SWIRE	On 8th November.
MANILA DIRECT	YUENWANG	Brit. str.	2 m.	Rolle	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	DIAMANTE	Brit. str.	2 m.	J. Ratenbury	SHAW, TOMES & CO.	On 31st inst., at 5 P.M.
SINGAPORE & BOMBAY	CHANGHUA	Brit. str.	2 m.	E. Fey	BUTTERFIELD & SWIRE	On 10th November.
BOMBAY VIA SINGAPORE & COLOMBO	ARABOTTA APCAR	Brit. str.	2 m.	G. W. Cockman, R.N.R.	DAVID SASSON, SOHN & CO.	On 2nd Nov., at 3 P.M.
	MALAGON	Brit. str.	2 m.	T. Mural	P. & O. S. N. Co.	On or about 15th November.
	HIOHIMA MARU	Jap. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 8th Nov., at Noon.

SHIPPING.

ARRIVALS.
Oct. 27, SHANGHAI, British str., 1,240, Caranahan, Java 18th Oct. Sugar—BUTTERFIELD & SWIRE.
Oct. 28, BAPLEUS, British battleship, 10,500, Sir Geo. Warrender, Bart., Yokohama 22nd Oct.
Oct. 28, CALCHAS, British steamer, 4,273, J. Bartlett, Foochow 27th Oct., General—BUTTERFIELD & SWIRE.
Oct. 28, HIKOSAKI MARU, Jap. str., 2,302, Peter Holstrom, Kutchinotzu 23rd Oct., Coal—M. B. KAISHA.
Oct. 28, HONGKONG, French str., 862, Fannier, Haiphong and Hoihow 27th Oct., General—A. E. MARTY.
Oct. 28, SKERBYVOSS, British steamer, 2,190, Appleton, Cherbourg 17th Oct. Sugar—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
28th October.
Cebu, American str., for Cebu.
Ughien, American str., for Canton.
Falls of Keller, British str., for Shanghai.
Florida, German str., for Shanghai.
Kuching, British str., for Canton.
Satsuna, British str., for Manila.

DEPARTURES.

27th October.
PROMETHEUS, British str., for Shanghai.
28th October.
Cebu, American str., for Cebu.
Ughien, American str., for Canton.
Falls of Keller, British str., for Shanghai.
Florida, German str., for Shanghai.
Kuching, British str., for Canton.
Satsuna, British str., for Manila.

VESSELS IN DOCK.

28th October.
ABERDEEN DOCKS.
KOWLOON DOCKS—Canton River, Elcano, Cebu, H.M.S. Argonaut, H. J. Albrecht, Kwang-fung, Tacoma, Chiofa, Hans Mengell, H.M.S. Humber.
COSMOPOLITAN DOCK.
SHIPPING REPORTS.
The British steamer Calchas, from Foochow 17th inst., had moderate N.E. monsoon.
The Japanese steamer Hikosaki Maru, from Kutchinotzu 23rd inst., had fine and cloudy weather with strong northerly breeze down to Lamook; then light N.W. winds with fine weather to port.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship

"YUENSANG,"
Captain Rolfe, will be despatched as above TO-DAY, the 29th inst., at 4 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 28th October, 1901. [2734]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 30th inst.
For Freight or Passage, apply to
THE NIPPON YUSEN KAISHA, Agents.
Hongkong, 17th October, 1901. [18]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Blecker, due here with the Imperial German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOHERS & CO., Agents.
Hongkong, 28th October, 1901. [9]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" ... On 30th October.
S.S. "KVARVEN" ... On 1st December.
S.S. "THYRA" ... On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HAKODATE, on WEDNESDAY, the 30th October.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
Notes—This steamer will also call at HAKODATE on her way from Yokohama to San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 24th October, 1901. [14]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship

"DAIGI MARU,"
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 3rd November.
For Freight or Passage, apply to
THE NIPPON YUSEN KAISHA, Agents.
Hongkong, 28th October, 1901. [17]

FOR NEW YORK.
THE S/S A II American Ship

"MANUEL LLAGUÑO,"
will load during October, sailing about 29th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 11th July, 1901. [175]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
"TARTAR," 4,425 Tons, Comdr. E. Boothman, R.N.R., WEDNESDAY, 6th Nov., 1901.
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.
"ATHENIAN," 3,888 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.
"EMPEROR OF CHINA," Comdr. H. Fyfe, R.N.R., WEDNESDAY, 18th Dec., 1901.
"EMPEROR OF JAPAN," Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA—JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers, all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent, at
Pender's Street.
Hongkong, 1st October, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, UPONTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE & HAMBURG	On 2nd Nov. Freight.
Capt. Zurbosen	(Calling at Singapore and Colombo)	
SEGOTIA	HAVRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Capt. Fosroc	(Calling at Singapore and Penang)	
MAREBURG	HAVRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharias	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE & HAMBURG	On 14th Dec. Freight.
Capt. Borok	(Calling at Singapore and Penang)	
SERBIA	HAVRE & HAMBURG	On 28th Dec. Freight.
Capt. Brehmer	(Calling at Singapore and Colombo)	
NUERNBERG	HAVRE & HAMBURG	On 6th Jan. Freight.
Capt. Mayer	(Calling at Singapore and Penang)	
STRASBURG	HAVRE & HAMBURG	On 19th Jan. Freight.
Capt. Madsen	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 26th October, 1901. [1081]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
GLENOCLE	3,750	W. Franke	November 1st
CLAYBURN	3,323	J. Barber	November 14th
BRAEKAR	3,601	W. West	November 22nd
WYFIELD	3,335	G. Carman	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248
The Railroad (travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma), Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 232.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DRYA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 2nd October, 1901. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR YOKOHAMA VIA SHANGHAI AND KOBE (Passing through the Inland Sea).

STEAMERS TO SAIL ON REMARKS.

BORNEO About 1st November } Freight or Passage.
D. C. Gregor, R.N.R.

CEYLON Noon, 2nd November } Freight or Passage.
W. Hayward, R.N.R.

COROMANDEL Noon, 9th November } See Special Advertisement.
F. W. Vibert, R.N.R.

BALLABAT About 9th November } Freight or Passage.
R. A. Peters
SHANGHAI
R. A. Peters
About 18th November } Freight only.
G. W. Cockman, R.N.R.
BOMBAY
G. W. Cockman, R.N.R.
(Calling at Penang and Colombo if sufficient inducement offers).

PASSENGER SEASON 1902.
ORIENTAL 3,284 Tons 26th March
MALTA 3,064 Tons 12th April
Without Transshipment
For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 26th October, 1901. [12]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SACHSEN	THURSDAY	31st October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	18th November.
BAYERN	WEDNESDAY	27th November.
SCUTIGAE	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS BENE	WEDNESDAY	8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan. 1902.
PREUSSEN	WEDNESDAY	5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb. 1902.
SACHSEN	WEDNESDAY	5th Mar. 1902.

ON THURSDAY, the 31st day of October, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 29

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE
FROM	STEAMERS	
GLASGOW and LIVERPOOL.	"ACHILLES"	On 6th November.
GLASGOW and LIVERPOOL.	"GLAUCOS"	On 15th November.
GLASGOW and LIVERPOOL.	"IXION"	On 21st November.
HOMWARDS.		TO SAIL
FOR	STEAMERS	
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 13th November.
LONDON	"MACHAON"	On 26th November.
LONDON	"ACHILLES"	On 10th December.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
LIVERPOOL DIRECT	"IXION"	On 15th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]
Hongkong, 29th October, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR		STEAMERS	TO SAIL.
NINGPO and SHANGHAI		"WOOSUNG"	On 29th October.
SHANGHAI and KOBE		"TSINAN"	On 30th October.
TIENSIN		"KWEIYANG"	On 5th November.
ILOILO and CEBU		"KALIFONG"	On 8th November.
MANILA		"CHANGSHA"	On 10th November.
PORT DARWIN, THURSDAY			
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		"CHANGSHA"	On 16th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [16]
Hongkong, 28th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR	
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.	
ALSO	
PORTS OF BRAZIL AND RIVER PLATE.	

ON MONDAY, the 4th November, 1901, at 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with the S.S. "Armand," which vessel takes on her Passengers and Mail leaving that port on the 16th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Passengers are not to be on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent. Hongkong, 28th October, 1901. [2]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship "OOPACK," 3,885 Tons, Commander J. Barber, is due here on 4th November and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 23rd October, 1901. [2701]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ADANA," will be despatched for the above port on or about 15th November, 1901.

To be followed by the Steamship "ASAMA" on or about 15th December, 1901.

And by the Steamship "ACARA" on or about 31st December, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents. Hongkong, 28th October, 1901. [2683]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 6th November, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSHAN KAISHA, Agents. Hongkong, 28th October, 1901. [19]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LONDON-CHINA-STRAN Navigation Co.'s fortnightly service home to OCEANIC. Sailings from OCEANIC for OCEANIC Ports every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 24th August, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY,	29th October,	at Noon.
"PERU"	TUESDAY,	12th November,	at Noon.
"COTTIC"	WEDNESDAY,	20th November,	at Noon.
"CITY OF PEKING"	SATURDAY,	7th December,	at Noon.
"GAELIC"	SATURDAY,	14th December,	at Noon.
"CHINA"	TUESDAY,	31st December,	at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT. [3-4]
Hongkong, 19th October, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 9th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 28th October, 1901. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE," On 15th November.

"KURDISTAN," On 30th November.

"LENOX," On 15th December.

"ORONSAY," On 31st December.

"HILGLEN," On 15th December.

"LOWTHER CASTLE," On 31st December.

For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 26th October, 1901. [1739]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

HELEN A. WYMAN, American ship, Vanhon.

STATE OF MAINE, American ship, Colcord.

W. H. CORNER, American ship, Colcord.

Standard Oil Co.

RUIBART PERE & FILS, REIMS. Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAURE, WEGNER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "LAERTES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 31st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 22nd October, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "MACHAON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th proximo.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 25th October, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PROMETHEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 26th October, 1901. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c., ex s.s. Oceana.

From Persian Gulf ex s.s. B. I. S. N. and P. & S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 28th inst.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent. Hongkong, 26th October, 1901. [1]

CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including:—BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRES, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS ERECTED AND KEPT IN ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Note Address—No. 2, ICR HOUSE ROAD, Hongkong, 18th January, 1898. [2559]

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